

Application and Guide Electric Vehicle Infrastructure Projects



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Application and Guide
Electric Vehicle Infrastructure Projects

ELECTRIC VEHICLE INFRASTRUCTURE GRANT APPLICATION GUIDELINES

Applications shall be submitted in PDF format by email to vwsettlement@adeca.alabama.gov. Applications will be accepted starting on January 19, 2021. Completed applications must be submitted by 11:59 PM CST, on March 31, 2021. Any applications received after the deadline will not be considered. All applications must be complete; however, Alabama Department of Economic and Community Affairs (ADECA) reserves the right to contact applicants for additional information and/or clarifications.

The purpose of this grant program is to fund projects to reduce levels of nitrogen oxides (NOx) within the state of Alabama by installing Electric Vehicle (EV) Direct Current Fast Charging (DCFC) Infrastructure on Alabama's interstate corridors. Per the Alabama Electric Vehicle Infrastructure Plan, Tier 1 priority is given for a portion of the I-20/I-459 corridor, and deployment priorities will focus on DC Fast Charging (DCFC) infrastructure along interstate corridors in the state in a manner that will meet the Federal Highway Administration (FHWA) Alternative Fuel Corridor designation criteria for electrification. More points will be awarded to projects located on the I-20/I-459 Corridor from Tuscaloosa, Alabama, to the Georgia state line, and applications for projects along Tier 1 and Tier 2 interstate corridors (see link to the Alabama Electric Vehicle Infrastructure Plan below for details on corridors in Alabama) will be scored higher than other project locations. Successful respondents to this application will be responsible for implementing their submitted project based on the goals established in the *Alabama Volkswagen (VW) Settlement Beneficiary Mitigation Plan* and the *Alabama Electric Vehicle Infrastructure Plan*

<https://adeca.alabama.gov/divisions/energy/vw/Documents/Alabama%20Electric%20Vehicle%20Infrastructure%20Plan.pdf>.

The ADECA Energy Division intends to issue awards totaling no more than \$4,148,823.40. Projects not meeting a threshold score of 70 will be invited to receive technical assistance for future solicitations but will not be considered in this grant cycle.

ELIGIBILITY

Eligible applicants are government and non-government entities looking to install EV charging infrastructure equipment approved by the VW Settlement as an Eligible Mitigation Action in order to reduce NOx emissions. Joint project partners are permitted; however, the application should be submitted by the primary partner.

PROGRAM GOALS

a) NOx Reductions

As specified in the Trust Agreement, the primary goal of the Environmental Mitigation Trust is to reduce NOx emissions where the polluting VW vehicles were, are, or will be operated. Alabama considers this a priority goal, recognizing that NOx and particulate matter from diesel emissions is linked to serious environmental and health impacts. In Alabama, the primary mobile sources of NOx are on-road vehicles (both light and heavy duty) followed by non-road equipment, locomotives, commercial marine vessels, and aircraft.

To directly impact NOx emissions in Alabama, distribution of VW Settlement funding has been primarily based on the amount of current emissions reported by the Environmental Protection Agency (EPA) National Emissions Inventory (NEI), and this Application and Guide pertains to the level of funding allocated for the Light Duty Zero Emission Supply Equipment category of eligible mitigation actions only. In addition, the funding application process will require viable estimations of NOx reductions for proposed projects.

b) Economic Development

Economic development potential is a major focus for the state of Alabama and was identified as an important consideration by respondents to the survey and in public comments. Directing funding to projects that rely on domestic sources of fuel and utilize vehicles and technologies produced in Alabama can have a significant economic impact for the state by ensuring that more money stays in our local economy to create more local jobs. Projects that facilitate local, regional, and long distance EV travel and enhance consumer EV adoption will support the Alabama EV manufacturing industry and support and grow associated interstate commerce. Extra consideration will be given to funding applications demonstrating the potential to advance economic development in addition to the other major goals of the Program.

c) Fuel Security and Energy Assurance

To address the goal of increasing fuel security and energy assurance, EV infrastructure projects will rely on domestically sourced energy. These types of projects increase our fuel security and energy assurance by reducing dependence on foreign fuels and the global oil market.

d) Benefit Areas that Bear a Disproportionate Share of the Air Pollution Burden

Areas that bear a disproportionate share of the air pollution burden along interstate corridors in Alabama will be given priority for project funding. These areas include EPA designated non-attainment and maintenance areas for air quality and locations near busy urban areas and highways. Selection of the I-20 corridor from Tuscaloosa to the Georgia state line as a Tier 1 priority is likely to produce the most NOx reductions due to the high

number of existing EV's located along this corridor and anticipated increased EV travel. Additionally, selection of I-459 as a Tier 1 priority for the location of an EV charging station will impact the EPA designated maintenance area for air quality by providing charging capability on the bypass around Birmingham and the often congested I-20/59 – I-65 junction in downtown Birmingham.

REQUIRED MATCH AMOUNTS

Grantees will be required to provide a minimum 20% match of project costs. Anything over a 20% match will result in additional scoring points. Eligible sources of a match include cash, loans, other grants, or capital assets dedicated to the project. All matching funds claimed in a project proposal must be supported with documentation that demonstrates the funds are available. The grant program is a reimbursement grant program. Grant payments are disbursed as reimbursements after the work is completed, verified, and approved. Detailed invoice requirements and submission instructions will be provided to successful applicants.

All project costs must be necessary for and directly connected to the acquisition and installation of EV infrastructure.

BACKGROUND INFORMATION:

The purpose of this application process is to fund projects implementing EV Charging Infrastructure in Alabama. As stated in the Alabama Electric Vehicle Infrastructure Plan, priority has been given to certain interstate corridors in Alabama. However, all strategic locations will be considered in this application process. Please refer to the Alabama Electric Vehicle Infrastructure Plan for more information on infrastructure plan priorities.

CHARGING SITE REQUIREMENTS:

The following are required of each of the charging sites to be chosen:

1. All charging sites shall be publicly accessible to the general public 24-hours per day, seven (7) days a week; adequately lit from dusk to dawn; and within a short and safe walking distance to retail and service establishments with amenities such as restrooms, convenience stores, restaurants, shopping centers, or tourism destinations.
2. Charging stations must be payment card industry compliant – must allow direct use of a credit card, debit card, and network card at the charging station, except when charging is free. Stations may also offer additional payment methods including subscription methods, smart cards, or smart phone applications. Real-time pricing and fee information shall be displayed on the device or payment screen. Charging station equipment shall allow for flexible pricing including, but not limited to, per minute or per hour, by space, or by time of day.

3. All DCFC units must be equipped with both Society of Automotive Engineers Combined Charging System (SAE CCS) and CHAdeMO protocol connectors.
4. Each charging site must be capable of charging at least two (2) EVs simultaneously with provisions for future expansions to charge four (4) vehicles simultaneously.
5. Each charging site should, at a minimum, be capable of charging a single EV at greater than 100kW with future provisions for expansion and power upgrades to include two additional (4 total) charging stations and/or upgrades to higher power (up to 350kW) to meet demand growth and anticipated technology developments in EVs and DCFC infrastructure. Conduit and an electrical service box of adequate size and disconnect capacity that will allow additional electrical cable to be run to the site for future expansion must be included in the installation. The charging enclosure must be constructed for use outdoors with UL50, Standard for Enclosures for Electrical Equipment, National Electrical Manufacturers Association (NEMA), and Type 3R exterior enclosure or equivalent.
6. Charging equipment shall be capable of operating without any decrease in performance over an ambient temperature range of minus 22 to 122 degrees Fahrenheit with a relative humidity of up to 95%.
7. The equipment must have a minimum manufacturer's warranty of five (5) years and continually be in full-working order to the extent possible. Should repair be necessary, charging units shall be fully operating within 72 hours of equipment issue/breakdown to ensure a 95% annual uptime guarantee.
8. The charging stations must be Nationally Recognized Testing Laboratory (NRTL) certified to demonstrate compliance with appropriate product safety test standards. NRTLs are found online at: https://www.osha.gov/dts/otpc/nrtl/list_standards.html. Supporting evidence must be provided.
9. Projects should include a customer service support telephone number that is available 24 hours per day, seven (7) days a week and clearly posted to assist customers with difficulties accessing or operating the charging station.
10. Projects shall include paved parking spaces enabling the maximum number of vehicles capable of being charged simultaneously and shall include adequate space for future expansion.
11. Projects shall be connected to a network by Wi-Fi or cellular connection. Furthermore, projects shall maintain appropriate EV charging network diagnostics, remote start of the equipment, and collecting and reporting usage data.

12. “Electric vehicle charging only” signs are required on each side of each charging station along with “electric vehicle charging only” stenciled graphics on each striped parking stall.
13. Site development, project installation, and maintenance shall be done in compliance with all applicable laws, ordinances, regulations, and standards, including but not limited to the Americans with Disabilities Act (ADA).
14. Project utilization data shall be made available upon request for a period of three (3) years after initial operation.

ADDITIONAL APPLICATION REQUIREMENTS:

- Utility Site Assessment - must include the following:
 - a. Documentation illustrating the location’s proximity to a power source
 - b. Detailed explanation of what construction will be required to provide electricity to this location (any needed cutting, trenching, drilling, etc.)
 - c. Metering – will there be separate metering for each charger?
 - d. Host-Operator Agreements – detailed explanation of the relationship plans between the owner and operator and how this working relationship will affect the utility work needed
- A detailed plan and scaled drawing to show the proposed site’s exact charging station locations and parking space locations. In addition, this plan should indicate positioning of signage, lighting, etc.
- A detailed map of the local area to indicate the location’s accessibility to amenities in the immediate area. In addition, this map should show the location’s proximity to an interstate/highway, indicating the chosen site’s degree of support of the Alabama Electric Vehicle Infrastructure Plan.

QUESTIONS

Questions pertaining to this Application and Guide may be submitted by email to vwsettlement@adeca.alabama.gov.

For additional information on the VW Settlement, visit our website at <http://www.adeca.alabama.gov/Divisions/energy/vw/Pages/default.aspx>.

SECTION A: GRANT APPLICANT INFORMATION

VW Eligible Mitigation Action Item	<i>Electric Vehicle Infrastructure</i>		
Grant Applicant's Legal Name			
Physical Address			
City		State	
County			
Federal Employer Identification No.			
Organization Type	<input type="checkbox"/> Government <input type="checkbox"/> Non-Government		
Requested Award Amount		Match Amount	
Total Project Cost		Match Percentage	
Project Duration (months)			

PROJECT DIRECTOR				
Salutation	First Name	M.I.	Last Name	
Position/Title		Phone	Email Address	
Mailing Address		City	State	Zip Code

SIGNATORY OFFICIAL / GOVERNOR'S NOTIFICATION				
Salutation	First Name	M.I.	Last Name	
Position/Title		Phone	Email Address	
Mailing Address		City	State	Zip Code

CERTIFICATION	
<p>I, the undersigned, am authorized to obligate my entity and enter into agreements for my organization. I understand that this application does not guarantee funding and a grant agreement will be executed prior to project funds being expended. I further understand that if the statements of this application cannot be verified, no grant funds will be awarded under this program. Finally, to the best of my knowledge the responses to this application are true and correct.</p>	
Signature of Applicant:	
Title of Applicant:	Date:

SECTION B: PROJECT BUDGET

Please provide the following information to explain the estimated costs for the project budget. Please include the award amount and the match contribution.

EQUIPMENT

Provide a description of the equipment, cost, and reason why it is necessary to purchase the equipment. Equipment is defined as tangible, non-expendable property having a useful life of more than one year and an acquisition cost of \$5,000 or more per unit. (Note: leased or rented equipment should be listed under the "Other" category.)

Description	Reason	Cost
		\$
		\$
		\$
		\$
TOTAL:		\$

SUPPLIES & MATERIALS

List estimated cost of supplies and materials.

Expense	Cost
	\$
	\$
	\$
	\$
TOTAL:	\$

CONTRACTUAL

List categories of services to be contracted with outside agencies or for professional services. Note that written subcontracts must be obtained to engage these services. This category includes professional installation and all materials supplied by the installer.

Expense	Cost
	\$
	\$
	\$
	\$
TOTAL:	\$

BUDGET TOTAL

List the totals of each budget category above. Please make sure that the totals in each budget category listed above match the totals of each cost category below.

Cost Categories	Project Award Amount	Match Contribution	Total Project Amount
Equipment	\$	\$	\$
Supplies & Materials	\$	\$	\$
Contractual	\$	\$	\$
TOTAL	\$	\$	\$

PROJECT LEVERAGING

If applicable, describe how additional funds will be partnered with grant funds to make the project more viable.

SECTION C: RISK ASSESSMENT

Please answer the questions based on your organization's operations and audit history to the best of your ability. Check the most appropriate response.

Risk Criteria	Possible Points	Points	Comments
1. Does the entity receive at least 10% of total funding from non-Federal sources?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
2. Does the entity actively seek additional funding?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
3. Has the entity received ADECA/Energy funds for at least three years?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
4. Has the entity's turnover rate exceeded 15% since 12 months ago? (Turnover rate = # of employees no longer there/average # of employees for the year)	Yes (2 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
5. Has the CEO and/or CFO been in the position for three (3) years or less?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
6. Have any other entities (program offices, auditors, staff employed by the entity, etc.) alerted ADECA/Energy to potential risk areas or has another authority (funding source) placed special conditions on its award to the entity?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
7. Has the entity been a defendant in an ongoing civil suit, or one that was adjudicated, within the last five years?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
8. Has any of the entity's current staff been jailed, convicted of a felony, or are they currently under criminal investigation?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
9. Is the entity currently or has it previously been suspended or debarred?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		

Risk Criteria	Possible Points	Points	Comments
10. Does the entity have procedures and controls in compliance with OMB? (Fiscal/Personnel policies and procedures, etc.)	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
11. Was the last audit completed and submitted to ADECA within nine (9) months from year end?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
12. If audit findings were cited, does the entity have a corrective action plan for correcting the finding(s)?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
13. Does the entity have a financial management system that is appropriately complex for the amount of funds it manages and in compliance with OMB? (i.e. QuickBooks, etc.)	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
14. Does the entity provide a budget to actual report by program at board meetings?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
15. Does the Applicant have a time and accounting system to track effort by cost objective?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
16. Does the entity have an indirect cost rate that is approved and current?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
17. Does the entity follow their cost allocation/indirect cost plan?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
18. Are the entity's fiscal statistics outside of tolerance or trends (e.g., have there been more expenditures on supplies than average, little or no cash left after paying bills compared to similar entities)? Note: Compare current assets to current liabilities.	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
19. Has the entity been placed in a special financial status (e.g., high-risk, documentation submittal, etc.)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		

Risk Criteria	Possible Points	Points	Comments
19a. Is the entity in a negotiated repayment plan with ADECA?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
19b. Is the entity current?	Yes (0 points) <input type="checkbox"/>		
	No (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
20. Has the entity used special loan or funding programs to meet its cash needs (e.g., line of credit, short-term loan)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
21. Do the financial reports show an insufficient/negative fund balance after the entity meets its obligations? Note: (Assets+Deferred Outflows) - (Liabilities+Deferred Inflows) = Net Position. Total Net Position should be positive.	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
22. Is the entity delinquent in paying any obligations? (Refer to Audit notes)	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
23. Is the debt trend increasing or declining? Note: Review previous year's financial statement.	Increasing (3 points) <input type="checkbox"/>		
	Decreasing (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
24. What is the entity's "current ratio"? Note: Current Assets/Current Liabilities. A 1:1 ratio means that the entity can just pay its bills.	1 or above (0 points) <input type="checkbox"/>		
	Below 1 (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
25. What is the entity's "debt to net assets ratio"? Note: Total Liabilities/Total Net Assets. Or Assets - Liabilities = Net Assets. This provides information on what the entity owns.	1 or below (0 points) <input type="checkbox"/>		
	Above 1 (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
26. Do the Notes to the Financial Statement and Report of the Independent Auditor disclose any potential financial problems at the entity (e.g., pending lawsuits, outstanding judgments, unsecured loans, etc.)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
27. Do the loan notes reflect poor financial health (e.g., unusually high interest rates, unusual repayment provisions, etc.)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
28. Does the independent audit report for the most recent fiscal year contain an unmodified (standard) audit opinion?	Yes (0 points) <input type="checkbox"/>		
	No (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		

Total Points	
Risk Classification for entity	

Notes:

Risk Classification	Point Range
Excellent	0 Points - 5 Points
Good Standing	6 Points - 10 Points
Average Risk	11 Points to 15 Points
Moderate Risk	16 Points - 20 Points
High Risk	≥ 21 Points

To the best of my knowledge, the information contained in this risk assessment is accurate. I understand that if this project scores high enough to be considered for funding, documentation to verify this risk assessment will be required.

Signature

Date

SECTION D: PROJECT DETAIL AND NO_x SAVINGS INFORMATION

Please limit responses to the spaces provided unless otherwise indicated

DESCRIPTION OF PROJECT

Provide a brief description of the project

EXTENT OF BENEFITS RELATING TO PROGRAM GOALS

Explain how the proposed project meets the following program goals:

- (1) NOx reduction,*
- (2) economic development,*
- (3) fuel security and energy assurance, and*
- (4) benefits areas that share a disproportionate share of the air pollution burden.*

LEVEL OF SUPPORT FOR THE ALABAMA ELECTRIC VEHICLE INFRASTRUCTURE PLAN

Provide an explanation of how this project will support the Alabama Electric Vehicle Infrastructure Plan.

QUALIFICATIONS AND EXPERIENCE OF APPLICANT

Provide a description of the qualifications and experience of the applicant pertaining to the administration of grant awards and/or supervision of similar projects.

PROJECT REQUIREMENTS

Will this location be open to the public 24 hours a day, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will this location have access to amenities, water, and restrooms available 24 hours a day, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the location be well lit between charger and amenities dusk to dawn, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the location be payment card industry compliant, allowing direct use of a credit or debit card or network card at the charging station (except when charging is free)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the location include equipment sufficient to charge at least two (2) EVs simultaneously and to charge one EV at power levels or configurations at a minimum of 100 kW?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will all DC Fast Charging units be equipped with both CCS and CHAdeMO connectors?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the charging site include provisions for future expansion to meet demand growth and anticipated technology developments in EVs and DCFC infrastructure?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the charging equipment be capable of operating without any decrease in performance from minus 22 to 122 degrees Fahrenheit with relative humidity of 95%?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the equipment have a minimum manufacturer's warranty of 5 years and be in continually full-working order?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the charging equipment be NRTL certified?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will there be a customer support telephone number available 24 hours a day, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the project include paved parking spaces enabling the maximum number of vehicles capable of being charged simultaneously and adequate space for future expansion?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the project be connected to a network by Wi-Fi or cellular connection?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will "Electric Vehicle Charging Only" signs be located on each side of the charging station and will the parking spaces have stenciled graphics?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the project be in compliance with all applicable laws, ordinances, regulations, and	<input type="checkbox"/> Yes <input type="checkbox"/> No

NOx EMISSION REDUCTION CALCULATIONS

(You must show how you calculated NOx emission reduction values. If using a NOx emission calculator indicate which calculator was utilized. Attach additional pages and/or calculator printouts as needed)

Estimated NOx emission reduction (tons):	
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ADDITIONAL INFORMATION

(This can include any additional information you wish to provide regarding your project)

Attachments Required:

- Utility Site Assessment - must include the following:
 - a. Documentation illustrating the location's proximity to a power source
 - b. Detailed explanation of what construction will be required to provide electricity to this location (any needed cutting, trenching, drilling, etc.)
 - c. Metering – will there be separate metering for each charger?
 - d. Host-Operator Agreements – detailed explanation of the relationship plans between the owner and operator and how this working relationship will affect the utility work needed
- A detailed plan to show the proposed site's exact charging station locations and parking space locations. In addition, this plan should indicate positioning of signage, lighting, etc.
- A detailed map of the local area to indicate the location's accessibility to amenities in the immediate area. In addition, this map should show the location's proximity to an interstate/highway, indicating the chosen site's degree of support of the Alabama Electric Vehicle Infrastructure Plan.